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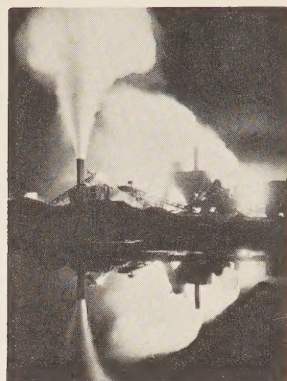
Can. Transport dept.

News on the

DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

JULY-AUGUST 1962



OUR COVER

Three o'clock in the morning and the work of resurfacing the main runways at Vancouver International Airport is going full blast.

Glow of the asphalt plant's reflection in the nearby Fraser River is captured in this picture taken by D.O.T.'er Desmond Smith. For the edification of camera enthusiasts, Mr. Smith used tri-X film in a 4CM square twin lens reflex camera, exposing nine seconds at F-3.5.

Mr. Smith has worked on various D.O.T. projects since 1955. At present he is a chainman with construction branch engineering.

LAYING ASPHALT— 17 TONS A MINUTE

"Closed for a week!" was the word passed around Vancouver International Airport in March. Front page newspaper reports said the airport would be closed to jet traffic during the resurfacing of the intersection of the two main runways.

Those words had an ominous meaning. To any airline employee who had faced the problems that occurred in the past when airline operations had to be transferred to Vancouver's alternate airport, Abbotsford, with its limited facilities and 45-mile ground journey from the city, they meant one thing—trouble, if the transition was not quick and smooth.

Closing the big runways also meant keeping the world-travelling jets of CPA away from their home maintainance base at Vancouver for the week. However, the D.O.T. construction branch met the situation with a round-the-clock operation which produced a completely strengthened runway intersection in an amazing 75 hours.

From the time the NOTAM (Notice to Airmen) "closing runway 12-30 to all air traffic" went into effect at 8:00 a.m., Monday, March 26, until the first aircraft landed at 10:49 a.m., Thursday, March 29, D.O.T. and contractor's crews worked 24 hours a day. They put down four layers of asphalt up to nine inches in depth on top of the existing 11 inches of concrete.

The intersection resurfacing was the last phase of a seven-month program carried out by the construction branch, under the guidance of M.A. Barber, D.O.T. resident engineer. Runway 08-26 and related taxiways were resurfaced to bring them up to a strength capable of supporting the largest civil aircraft under full load.

The 78,000 tons of asphalt required to repave the taxiways and 8,600 feet of the 10,600 foot runway necessitated setting up an asphalt mixing plant on Sea Island, the site of the airport, as close to the working area as possible. A location on the bank of the Fraser River immediately west of the terminal buildings was selected as ideal because it provided both barge unloading convenience and road access for the tank trucks of liquid asphalt.

The difficult job of correlating the transverse and longitudinal grades of the two runways into an intersection with sufficient run-off to cope with Vancouver's high rainfall and yet level enough to accommodate the high landing speeds of modern jet aircraft, was accomplished by continual checking of each layer. This permitted a deviation from the design elevations of no more than one eighth of one inch.

The job was done in 75 hours. When the shovels were put away, one thing was evident—they hadn't been leaned on for three days!

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News on the DOT

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PAGE
TWO

LE MOT DU SOUS-MINISTRE

J. R. Baldwin



“*PLUS les choses changent, plus elles sont les mêmes.*”

As the French expression says, “the more things change, the more they are the same.”

Mindful of this adage we have tried in the department to preserve at least some of the buildings and equipment that represent transportation milestones.

As most of you know the National Aviation Museum is now located at the Ottawa Airport. We helped Northern Affairs (the department responsible for all national museums and historical sites) “launch” the museum in 1960, and we are doing our best to pass along all items of aeronautical significance.

In communications we haven’t as yet managed anything comparable to the air museum. In fact, a number of years ago we were most unlucky in that certain old equipment—stored for eventual showcase posterity—was thrown away in error by personnel not connected with the department.

Among historical Canadian structures, some of our lighthouses have earned public affection through long familiarity. Before we raise a hammer against them, we try to give long and detailed explanations of why the job is being done.

We learned the need for this when safety demanded that the famous Cape Fourchu lighthouse at Yarmouth, N.S., be replaced. Due to public protest we had to show why replacement and not rebuilding was needed. What we did, in this case, was to try and make the new structure look like the old one.

A number of our older lighthouses mean a great deal to their communities. Our marine agents remember this so that major renovations or replacement won’t produce progress at an unnecessary expense to history.

More recently we have been concerned with an old structure on the Rideau Canal, near Ottawa. Time has taken away most of the stone houses built at the locks along the canal, but a few still live on, like two major blockhouses built originally for defence.

One at Kingston Mills is now used as a residence, but the other, at Merrickville, has gradually fallen into disrepair and is in only limited use. First steps are being taken to try and work out a plan to convert this into an historical museum for the area. D.O.T. is co-operating with a local group, which has taken on the responsibility of preparation and supervision.

Even while we busily build for the future making use of the most modern techniques, we try to maintain at least a few of our outstanding memorials of the past.

* * * *

«*PLUS les choses changent, plus elles sont les mêmes.*»

Nous souvenant de cet axiome, nous avons essayé au Ministère de préserver au moins certains immeubles et certaines installations qui constituent des jalons dans le domaine des transports au Canada.

Comme le savent la plupart d’entre vous, le Musée national de l’aviation se trouve maintenant à l’aéroport d’Ottawa. Nous avons aidé le ministère du Nord canadien, dont relèvent tous les musées et monuments historiques du pays, à inaugurer ce musée en 1960, et nous faisons de notre mieux pour lui confier tout ce qui revêt une certaine importance dans le domaine de l’aéronautique.

Nous n’avons pas encore réussi, dans le domaine des communications, à établir un musée qui se compare à celui de l’aviation. En réalité, nous avons joué de malchance, il y a quelques années, lorsque certaines pièces de matériel désuètes, qui avaient été entreposées pour être éventuellement exposées aux regards des générations futures, ont été par erreur jetées au rebut par des employés ne faisant pas partie du Ministère.

Parmi les monuments historiques canadiens, certains phares ont conquis l’affection du public qui est tellement habitué de les voir. Avant de les démolir, nous tâchons d’expliquer avec force détails pourquoi il doit en être ainsi.

C’est ce qui s’est produit lorsqu’il a fallu remplacer pour des raisons de sécurité le fameux phare du cap Fourchu, à Yarmouth (N.-É.). Devant les protestations du public, nous avons dû dire pourquoi il fallait le remplacer et non le reconstruire. Nous avons essayé, dans ce cas, de donner à la nouvelle installation l’aspect de l’ancienne.

Certaines agglomérations où se trouvent d’anciens phares y tiennent comme à la prunelle de leurs yeux. Nos agents de la marine en tiennent compte et font en sorte que les travaux importants de restauration ou de remplacement ne sacrifient pas l’intérêt historique au progrès.

Tout dernièrement, une ancienne construction située sur le canal Rideau, près d’Ottawa, a fait l’objet de nos préoccupations. Au cours des années, la plupart des maisons en pierre construites près des écluses le long du canal ont disparu, sauf quelques-unes, dont deux redoutes importantes ayant servi de fortifications à l’origine.

Une de ces redoutes, située à Kingston Mills, sert maintenant de maison d’habitation, tandis que l’autre, à Merrickville, s’est délabrée peu à peu et sert à peu de chose. On est en train de prendre des mesures préliminaires pour essayer de la transformer en musée historique pour la région. Le ministère des Transports collabore avec une association locale qui s’occupe de l’aménagement de l’endroit et de la surveillance des travaux.

Tout en construisant des immeubles dans une perspective d’avenir en utilisant les techniques les plus modernes, nous essayons de conserver au moins quelques-uns des monuments illustres du temps passé.



My Brother is a Brute!

says Julian Kinisky,

Chief Technician, Edmonton District Aviation Forecast Office

You probably know my brother—"Bulldog" Gene Kiniski the bad man of wrestling. He's a mean one all right. The fans hate him, that's obvious, but does he really hate his opponents as much as he says?

To quote brother Gene, "I'm in the business for one reason only—money. The winner makes the most money, so the guy who wants to keep the dollars out of my pocket is going to have to work hard to do it."

To be successful in wrestling requires the ability to wrestle well, coupled with the ability to make the sport exciting, brutal and entertaining. And this is what my "baby" brother does.

I am often asked what it's like to have a brother who is rough, rugged and mean. Well, it is what I would expect of a brother of mine.

You see, father was the toughest man in our hometown of Chipman (50 miles east of Edmonton), Alberta. His name is Nickolas and he came to this country from Poland as a young lad, all alone. He had little education, but more plain guts than you can imagine. It was enough to make him successful in Canada.

He was not really a big man, but he was widely feared for his physical prowess and no one for miles around entertained the thought of challenging him. I can well remember the first wrestling match I ever saw. It took place during a sports day and the contest was between my father and a professional wrestler, who had loudly proclaimed he would give \$50.00 to any man who could survive five minutes in the ring with him.

My father beat him quite handily and further enhanced his own local reputation.

There are four of us Kinisky boys and each grew to be a good size. At 6' 2", weighing 235 pounds, I am the smallest. When we were young fellows we fought amongst ourselves as brothers will and father encouraged us to become proficient fighters.

Gene was the baby of the family and to this day father calls him "Baby" or "Babe". He was a sissy, slow to get started and not at all prone to doing his share of work around home. Then one day a gypsy family, complete with small son, came to town. The youngster set about terrorizing all the children—girls and boys alike. Then Gene got to him and that was that.

As we grew older Gene and I got into many scraps. To get out we had to fight. As I recall it, I had to do a lot of fighting for both of us. But by the time he was 12, he took up wrestling seriously. At an age when he was growing rapidly, he worked out daily at the YMCA and was trained by Leo Magrill, a really fine coach.

At 16 Gene won the provincial heavy-weight title. His amazing strength, stamina and determination made him virtually impossible to beat. He was left unchallenged for several years and since he loved all sports involving violence, he turned to football with delight.

At 17 he was a first line tackle with the Edmonton Eskimos. With Annis Stukus as coach (and promoter) what Gene lacked in talent was made up for with fine publicity. What a team those two were! Both were superb at shooting a line and neither, despite their individual claims, could shoot a game of pool.

The Eskimos actually managed to win a few games that season, but with a salary of only \$200 a year, Gene was easily persuaded to accept a football scholarship to the University of Arizona.

He was an immediate hit and quickly got All-American mention and was a candidate for All-American tackle. At this point he entered a few amateur wrestling wars and won the Southwest Conference title. He was the only amateur wrestler to hold international titles simultaneously. I remember when he beat his opponent for the title in Arizona he wired us that he had won in 31 seconds. My brothers and I replied asking why he had wasted 30 seconds!

It was just about this time that Gene got the idea no one could beat him and was tempted to disagree with father. This course of action was very foolish since father was and still is supreme commander of the family. Gene, in a moment of near insanity, talked back and the next second found himself sitting squarely on his other end. In case of any doubt, father announced loudly and clearly that *he* was still the champion.

Edmonton Eskimos, under the sly management of Al Anderson, decided they wanted Gene back and outbid the Los Angeles Rams for his services. During the training season he was a sensation. However, in the first game against Regina he received a leg injury which completely displaced the right knee joint.

The following year was one of great disappointment for the big boy. He was beginning to realize that the injury might be serious enough to keep him out of

sports—no other life was possible for Gene and he was determined to make a comeback.

That year was hard on me. As Gene's leg improved he wanted to wrestle several times a week to get into shape. Promoter Al Oeming and I were on, and it was only then that I realized what a formidable wrestler Gene was. Al and I, both in good shape, would wrestle him for five minutes each never letting him rest. He easily beat both of us 10 to 20 times a night. By spring, Gene was able to make a good showing despite the knee that could only be bent 70 per cent.

Gene spent two more years with the Eskies, then married and moved back to Arizona to embark on a professional wrestling career. He was an immediate success.

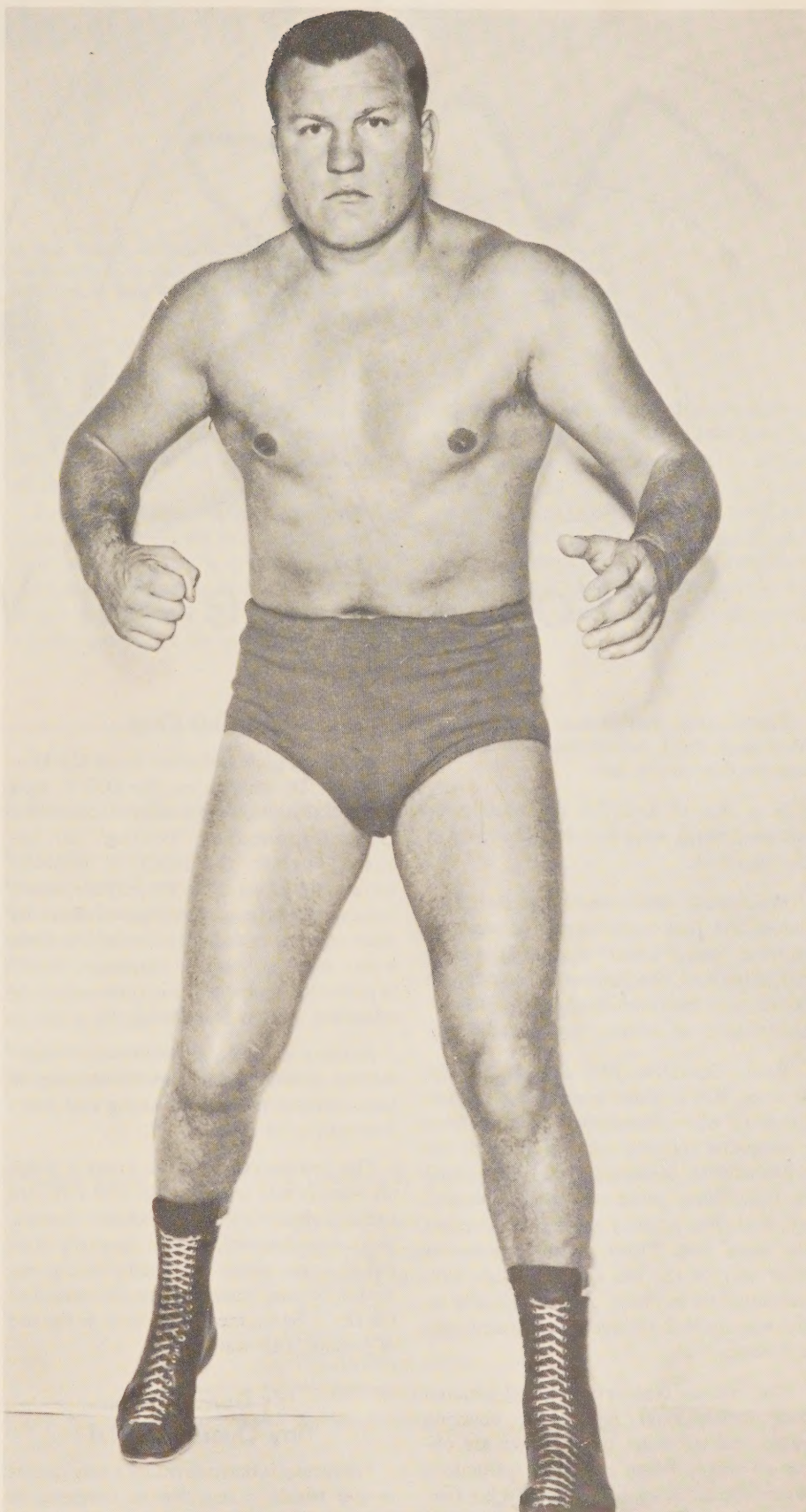
In the first year he defeated Jack Clayborne, the world's colored champion, and fought a brutal three-hour match with Danny Savitch. Gene decided winning was fine, but the price in injuries too high, so he took to the road in "anything goes" style. To this day some people believe his wrestling ability is limited. They should see this boy go when he wants to go straight out. Sure he is hated and criticized by fans and opponents alike, but he is also respected.

I've been a television weatherman since 1955 and am often asked if I am Gene's brother. I deny it—I say he is my brother. Neither of us is willing to take a back seat to the other. And that goes for the rest of the family as well.

Brother Fred is a railroader and union representative in Salinas, California; brother Rudolph runs a music school specializing in accordion in Toronto; and sisters Mary and Dorothy are happily married housewives.

Then there's mother, also Polish by birth, who has been a quiet, steadying influence on all her four sons. I've said before that father was and still is supreme commander of the family, but about 1940, I recall, in a subtle way much of the control slipped over to mother's side and I've never been able to quite understand how it happened.

So you see, the Kinisky's are really a typical small town family—and while it might seem to you that brother Gene is a brute—to us he's just our baby.



"Bulldog" Gene Kiniski—Height 6'5"—Weight 275.



Policing The Air Waves

There's an unobtrusive building in Montague, P.E.I., where the radio is on 24 hours a day—every day.

It is one of D.O.T.'s ten monitoring stations, which serve as the police force of the air waves.

Montague's Officer-in-Charge Bob Ferguson and four radio operators work in shifts to "patrol a beat" that includes parts of Quebec and New Brunswick, all of Nova Scotia and Newfoundland, the Labrador Coast and, of course, the Island itself.

Radio Operators Bert Bryand, George Warner, Bill Brehaut and Dave Clarkson listen to all transmissions ranging from commercial stations such as those of the CBC network, to private radio systems used by taxis, ships, police and military personnel. Canadian industry has greatly increased the work load. "Even cement mixers on their way to the job keep in touch with headquarters by radio", was one quote on the way radio is so closely integrated with commerce.

The monitor centres ensure that national and international regulations covering radio and television transmission are observed and in doing so keep a continuous round-the-clock vigil. The job is a big one. In Canada there are approximately 520 radio and television stations of all kinds, and a total of 65,520 sources of transmissions that must be monitored!

No Chit-Chat

Monitoring all emissions from 12½ kilocycles to 500 megacycles, the D.O.T. men make sure station operators stick to their assigned frequencies. "Drifting" off frequency, usually the result of technical failure and rarely done on purpose, easily causes interference with transmissions by other stations in today's crowded air. Only a very small tolerance in frequency "drift" is permitted and when this is exceeded the offending station is immediately notified.

Automatic and semi-automatic transmitters, such as teletype, are also monitored because machines can go wrong and interfere with other traffic.

The monitoring staff also keeps a check on what is said over the air. Not only are such obvious sins as profanities banned, but a taxi despatcher must despatch taxis not chit-chat about last night's ball game. Radio licenses prescribe specific uses and the sky is by no means the limit in the use of Canada's air waves.

It's Done with a Tiny Quartz Crystal

Frequency is determined by a tiny quartz crystal which is sensitive to temperature changes. These high-precision crystals are as fine as one part in ten million. Although transmitters have built-in temperature controls, the mechanism sometimes goes wrong

and then the station finds itself off frequency. The monitor centre with its specially designed measuring equipment not only detects drift, but is used to help the station get back on to its frequency.

Common practise is to assign the same frequencies to two stations—provided they are low-powered and far enough apart so that mutual interference is kept to minimum. For instance, giving the same frequency to a Maritime station and one on the West Coast is not unusual.

Canada's Most Easterly

The monitoring station at Montague is Canada's most easterly one. There are others at Beaumont, Quebec; Stratford and Port Arthur (Lakehead), Ontario; Churchill, Manitoba; Melville, Saskatchewan; Wetaskiwin, Alberta; and Ladner, B.C. A new station is planned for Fort Smith, N.W.T., and when completed next year it will be the most northerly.

The station at Montague was moved there in July, 1961, from Hartlan Point, N.S., which was too close to the international boundary and picked up too many U.S. transmissions.

The building, situated on a slight rise, measures 40 by 60 feet and cost \$50,000 to construct. The equipment in it is worth \$60,000.

DELEGATE—The Key to Good Management



An article appearing in the March edition of THE CANADIAN OFFICE—a magazine of management, equipment and methods—states in no uncertain terms that to succeed at the executive echelon one must know how to delegate responsibility. The following is taken from that article:

Important for the efficiency of an executive is knowing how to delegate responsibility. He should not try to lead the band and play all the instruments.

There are people in supervisory capacities who have no time for the problems of others. While others idle, they are hard at work and remain in empty offices late at night.

They wail: "This job is killing me." "Check with me before you proceed." "I don't dare take a day off." "Route everything through me."

Responsibility in a management position is far greater than the personal capacity to carry out all the work details. No one expects the chief accountant to post all the ledger accounts, nor the president to personally service all the customers. Dispers-

ing authority and responsibility throughout an organization is achieved by delegation.

To delegate means to grant or confer authority and responsibility in equal measure, from one executive or organizational unit to another, to accomplish particular assignments. Delegation extends a man's area of operation. Without it, his actions are confined to what he alone can do.

The Executive Does These Jobs Himself

1. Builds the work force
2. Develops good morale
3. Helps workers grow
4. Communicates to all levels
5. Plans the work
6. Schedules jobs
7. Settles disputes
8. Handles grievances
9. Co-operates with other executives

He Might Delegate Part Of These Jobs

1. Employment and selection
2. Induction and orientation
3. Worker training
4. Attendance control
5. Accident prevention
6. Production control
7. Methods improvement
8. Cost reduction
9. Equipment repair
10. Purchasing
11. Paperwork handling

He Generally Delegates These Jobs

1. Opening mail
2. Receiving phone calls
3. Receiving visitors
4. Running errands
5. Caring for equipment
6. Distributing supplies
7. Housekeeping
8. Record keeping



THEY DIDN'T COME TO BUY

Twenty-five marine purchasing agents, from Victoria to St. John's, were in Ottawa the week of May 14—they didn't come to buy, but rather to be sold on new methods, procedures and "how to's".

Left to right, seated: R. Morel, Parry Sound; A. Ouellet, Sorel; J. A. McCullough, Prince Rupert; L. E. Murphy, Saint John; C. J. McCrea, Prescott; L. J. Butler, Charlottetown; J. A. V. Richard, Rideau Canals; Western Supervisor K. E. Richardson, Vancouver; Supt. of Purchasing M. E. Wahab, Supt. of Contracts R. J. D. Brown, and Chief of Purchasing, Contracts and Stores J. A. G. Saint-Laurent, all of Ottawa.

Standing: F. Sargent, Victoria; G. Paul, Sorel; F. Lawrence, Prince Rupert; Purchasing Agent J. G. Mulholland, Ottawa; R. E. Nadeau, Quebec; D. R. Hamblin, Trent Canals; Purchasing Agents G. Fraser and G. B. Donnelly, Ottawa; J. Squires, St. John's; Eastern Supervisor I. A. Austin, Montreal; Conference Secretary Warner, Ottawa; B. Meunier, St. Lawrence Ship Canal (Montreal); G. V. Clancey, Dartmouth; G. Raymond, Quebec Canals (Quebec City); R. J. Hiltz, Dartmouth; and G. A. Gosselin, Quebec.

ON COURSE FROM



SSI DIVISIONAL SUPERVISORS MEET

Early in May the five divisional supervisors of the steamship inspection service met in Ottawa to discuss, among other things, administrative procedures, staff requirements, and the rewriting or amending of certain regulations.

Sitting, left to right: M. F. Munro, chief, hulls and equipment; Mrs. H. V. Leech, recording secretary, Alan Cumyn, director, marine regulations; Stanley Beckett, chief, machinery; and H. S. Salt, divisional supervisor, St. John's, Newfoundland.

Standing: R. F. Tully, principal inspector, hulls and equipment; D. L. Findlay, divisional supervisor, Montreal; J. H. Kay, principal inspector, machinery; A. C. Waldie, divisional supervisor, Toronto; K. C. Angus, superintendent, nautical safety; and divisional supervisors H. O. Buchanan and R. G. Boomer of Halifax and Vancouver, respectively.



ATTEND MONCTON MANAGEMENT COURSE

Sixteen supervisors, representing civil aviation, meteorological and telecommunications branches, from the four Maritime provinces, recently completed a two-week course at Moncton. The course was designed to improve their supervisory skills and increase their knowledge of departmental administrative practices.

The group was under the direction of Reg Schroeter and John Walls, training and welfare, Ottawa, assisted by regional office personnel.

Sitting, left to right: C. Matheson, Charlottetown, P.E.I.; F. Healy, Gander, Nfld.; S. Haley, Comfort Cove, Nfld.; Course Directors Walls and Schroeter; J. Cole, Sydney, N.S.; J. Maher, Halifax, N.S.; and Arnold Roherty, Campbellton, N.B.

Standing: B. Kelly, Pouch Cove, Nfld.; J. James and N. McCarthy, Gander, Nfld.; M. Behune, Sydney, N.S.; H. Burchill, Baccaro, N.S.; M. Gill, St. Lawrence, Nfld.; H. Crandall, Moncton, N.B.; R. Graham, Truro, N.S.; and H. Noel, Fredericton, N.B.

COAST TO COAST

THE MEN BEHIND THE LIGHTS

From February 26 to March 6 the department's nine superintendents of lights met in Ottawa to discuss a wide variety of matters ranging from personnel to design of equipment.

In the photo Larry E. Slaght of Aids to Navigation, Ottawa, discusses with the group the design of range lights which mark the centre line of channels used for marine navigation.

Left to right: Harold Smith, Prescott; Fred Osborne, Charlottetown; Ian Campbell, Victoria; Mr. Slaght, Ed Harris, Prince Rupert; Clay Margison, Parry Sound; Paul Vallee, Quebec; Gord Bayne, Saint John; Max Frampton, St. John's; Ken Current, Dartmouth.



New course added to university's curriculum

MCGILL FIRST TO HAVE DEPARTMENT OF METEOROLOGY

Look to McGill to provide an increasing number of the met specialists of the future.

The only university department of meteorology in Canada has just completed its first academic year. J. Stuart Marshall, who was awarded the coveted Patterson Medal for 1961 for distinguished service to Canadian meteorology (see page 13), heads up the unique department.

In the past dozen years two research groups at McGill, the Stormy Weather Group and the Arctic Meteorology Research Group, have won international reputations. According to Professor Marshall the department, which he organized and now chairs, has a two-fold purpose: to

advance meteorology by research, and to increase the flow of soundly-trained young people into meteorological careers.

Nearly all of the graduate students are D.O.T. staffers working towards master's and doctor's degrees. Candidates for the M.Sc. degree (meteorology) spend seven months in classes and an additional seven months for research and work on a thesis. The two research groups offer special facilities for research leading to the Ph.D. degree.

Fittingly enough, 1962 is a centenary year for meteorology at McGill. Its famed observatory, slated for razing this year, was built in 1862.

1. J. Stewart Marshall, who organized and now chairs the first Department of Meteorology at a Canadian university. He received the Patterson Medal for 1961 for distinguished service to meteorology in Canada at the conference of Learned Societies, McMaster University, on June 6.

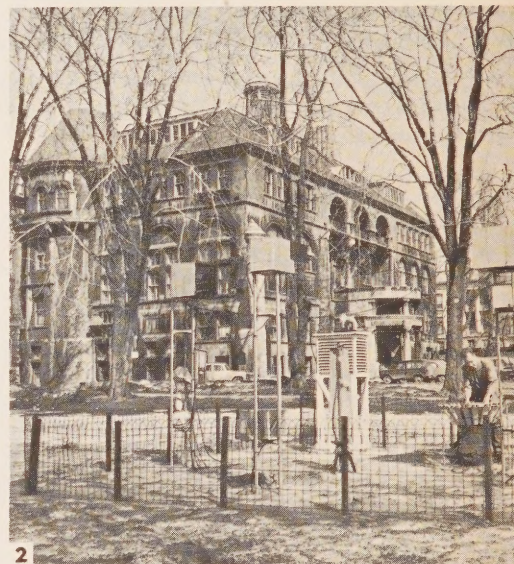
2. Weather recording instruments on the university grounds enable students to make first-hand observations of meteorological data.

3. A meteorological device atop one of the university buildings is studied by Associate Professor K. L. S. Gunn.

4. Research Associate Dr. Eberhard Vowinkel and Professor Marshall assess climatological data compiled during the International Geophysical Year.

5. Professor Marshall points out an interesting feature on a weather map to members of a post-graduate class of D.O.T. meteorologists and a visiting Ghanaian student.

6. A weather map analysis is done by Associate Professor Syenn Orvig for a post-graduate class.





T R A N S



R. L. Bolduc



W. F. Whitman

PERSONALITIES

NEW CHIEF OF ACCIDENT INVESTIGATION

Richard L. Bolduc, 47, former regional controller of civil aviation at Winnipeg, became chief of the air accident investigation division at headquarters effective April 18th. He fills the vacancy created by the retirement of Charles Travers late in '61.

A native of Battleford, Saskatchewan, Mr. Bolduc has been with D.O.T. since 1946. He received his secondary education at Port Arthur, Ontario, and in 1939 joined the RCAF.

In 1942 he was posted to Coastal Command as a captain and flight commander, 149 Squadron, at Vancouver and Patricia Bay, B.C., and at Annette Island, Alaska.

He went overseas in January, 1944, as commanding officer of 429 (Bison Squadron), No. 6 Canadian Bomber Group. In '45 he returned to Canada as a wing commander, after having been decorated with the DFC. He was staff officer at RCAF Headquarters until his discharge in July, '46.

In 1954, after eight years with D.O.T., Mr. Bolduc became superintendent of air carrier operations and inspection. Early in 1960 he was promoted to regional controller of civil aviation of Winnipeg region.

The new chief of air accident investigation is still an active pilot and enjoys golfing and fishing in his spare time. He and Mrs. Bolduc have three children, Betty Jane, Richard and Robert.

TO HEAD REAL ESTATE BRANCH

The appointment of William F. Whitman, 47, to general manager of the real estate branch became effective April 1. He succeeds Alphonse Ledoux, who is carrying out special real estate surveys for the department's canals division.

Born and educated in Saskatoon, Saskatchewan, Mr. Whitman was for several years an inspector and cost estimator for building construction firms. In 1939 he enlisted in the Canadian Army and was overseas for five years as a member of the First Canadian Infantry Division. From 1947 to '49 he was with Central Mortgage and Housing property management.

Mr. Whitman is an accredited member of the Appraisal Institute of Canada and is a member of the executive of the Ottawa chapter. He is also a member of the Quebec Branch of the American Right of Way Association.

He is married and has one son.

DOT'S Interesting

Scattered from coast to coast, D.O.T. employees are active people—on the job and off. Following are items about happenings of general interest

WASHINGTON, D.C.—More than 100 weather experts from all over the world gathered in the International Conference suite of the U.S. Department of State on March 26th for the 34th session of the Commission for Synoptic Meteorology of the World Meteorological Organization.

Canada was represented by F. W. Benum, R. R. Dodds and E. B. Humphrey, all members of the department's meteorological branch.

The delegates were welcomed by the Honorable Harlan Cleveland, assistant secretary of state for international organization affairs. During the session they were addressed by Dr. F. W. Reichelderfer, chief of the United States weather bureau, and by Mr. D. A. Davies, secretary-general of the World Meteorological Organization.

During the 26-day session weather observations, codes, communications and methods of forecasting were considered.

MONTREAL—Montreal Region Air Services held their first winter festival on March 30th. A variety of sports events were included in the program, but the highlight was the crowning of Pierrette Walsh as queen.

The main sports event was a hockey game between D.O.T. and T.C.A. A closely contested match all the way, T.C.A. ended up as 6 to 5 winners in the last minute of play.

OTTAWA—Plates stating recommended safe maximum engine power and weight capacity limits must now be installed on pleasure boats 16 feet or less if they carry outboard motors of 10 horsepower or more. This ruling was put in effect by the department's nautical safety branch on July 1st.

This compulsory plate scheme was instituted in an effort to reduce the small boat accident toll, which it has been found is due in large measure to overpowering or overloading small craft, or a combination of both.

To obtain the self-affixing plates, boat owners can obtain application forms at Customs Offices or D.O.T. Steamship Inspection offices, fill them out and send them along with a one dollar fee to the Superintendent of Nautical Safety, Department of Transport, Ottawa. Once placed on a boat, the plate will remain on that craft for its entire operational life.

OTTAWA—Torquil Reed, a member of the staff of Office Services in Ottawa, had the distinction of having one of his paint-

ings appear in color on the cover of the April edition of the Canadian Geographical Journal. Mr. Reed is well known locally for his work in oils and has had many paintings reproduced on calendars and magazine covers.

TORONTO—Clarence Penner, superintendent of training in the research and training division, met. branch, recently spent three months as visiting lecturer in meteorology at the Graduate School of the University of Chicago.

Dr. Sverre Petterssen, chairman of the department of geophysical sciences, extended the invitation on behalf of the university, long recognized as one of the world's outstanding institutions in the field of atmospheric sciences.

TORONTO—A D.O.T. communications specialist and a McGill University professor received the Patterson Medal for distinguished service to meteorology in Canada on June 6.

Arthur J. Childs, superintendent of communications, met. branch, and Dr. J. Stewart Marshall, professor of meteorology at McGill, were awarded medals for 1961 at the Conference of Learned Societies held at Hamilton's McMaster University.

Mr. Childs has played a major part in the design development and operation of

Canada's meteorological communications system, which is recognized as one of the finest and most efficient of its kind and is the envy of many national weather services.

Dr. Marshall organized and now chairs the first department of meteorology at a Canadian university (see page 10). Under his leadership, the Stormy Weather Group at McGill University has become one of the worlds most respected research organizations in cloud physics and radar meteorology.

Dr. Marshall has also distinguished himself by his work on precipitation nuclei, his recent contributions to the Alberta hail research program and his development of new radar instrumentation and new forecasting techniques which effectively complement older methods.

The Patterson Medal was struck in honor of the late Dr. John Patterson, controller of the meteorological service of Canada from 1929 to 1946. It is awarded from time to time for an outstanding achievement in meteorology or for sustained contributing to meteorology over several years. The award may be made to any resident of Canada.

The only award made prior to 1961 was to Dr. Patterson himself in 1955.



Patterson Medal winners Dr. J. Stewart Marshall and A. J. Childs are shown with three of their colleagues on the day of the presentation. Left to right: Dr. Marshall, Dr. F. K. Hare, Dean of the Faculty of Arts and Sciences, McGill; Dr. B. W. Boville, Dept. of Meteorology, McGill; Dr. C. O. Hines, Defence Research Board; and Mr. Childs.



When the ramp was fixed into place willing townsfolk began the big job of unloading the heavy cargo. Such numbers of men made short work of emptying the big planes.

A Mile-Long Runway of Ice

● by Michael J. Morgan*

Coventry Cathedral rose from the ashes of war this Spring. Two thousand thronged to the opening, including the Royal Family.

Thousands of miles away, Coppermine, N.W.T., (a community spawned 1,000 air miles north of Edmonton by D.O.T. meteorological needs and other government services) was experiencing a churchbuilding drama of a different sort.

The name of the show was "airlift". It's central plot—a Roman Catholic Church and an Anglican mission living quarters being built by airlift!

These building techniques, which would have startled architect Sir Christopher Wren, were necessary at Coppermine because element has conspired with element to practically ice-lock the tiny community.

The dangers of icebergs, underwater obstructions, or being caught in a premature freeze-up have made the annual seaborne Arctic resupply trips to Coppermine most hazardous.

**Mr. Morgan, a native Hamiltonian, is officer-in-charge of the radiosonde station at Coppermine. Posted to Clyde River in 1951, he has spent most of the years since in the North. He has served at Isachsen, Coral Harbour and Norman Wells.*

Far south of the sixtieth parallel but equally as isolated a spot, Mr. Morgan also weathered a Winter on Sable Island.

But enterprising Coppermine found a "Berlin solution"—the airlift—to solve nature's impasse.

To airlift supplies into the tiny community—where only the lightest aircraft had landed before—was a daring solution, which would raise its own dangers. But something had to be done.

During the summer of 1961, the *Fort Hearne*, skippered by Captain Len Ady struck an underwater obstruction in the Dolphin and Union Straits. The crew prepared to abandon ship after sending an S.O.S. to the department's Western Arctic icebreaker *C.C.G.S. Camsell*.

The *Camsell* took the foundering vessel in tow and managed to beach her at Bernand Harbour, about 100 miles northwest of Coppermine.

If anyone needed confirmation to prove that dangers faced resupply vessels, they got it a month later.

Another Arctic shipping company carrying supplies to Coppermine got caught in the freeze-up at Sacks Harbour on Banks Island. There the barges stayed and the crew returned to their winter harbor at Tuk Tuk. Reordered supplies reached the waiting population of Coppermine just in the nick of time—in late September shortly before freeze-up.

Coppermine is caught in a vice of ice. There is only one unhindered way to get there. Getting to it is easy. Getting down is the problem.

This year, late March to be exact, D.O.T. employees tackled the problem with the same spirit that produced the world's first igloo curling rink (News on the DOT, January/February '61). They took on the feat of building a mile-long runway in the snow. The strip was dragged for days to smooth out ridges and pack the white stuff down. Fuel drums were used for runway markings and flare pots set up for 24-hour operations.

Trucks brought the supplies from Edmonton to Yellowknife. Then DC4's winged them to Coppermine. Within a half hour of the first plane's arrival, departmental employees and willing Eskimos had moved 20,000 pounds of cargo, including the material for the church and mission, to the doorsteps of various government and civilian agencies.

TD 9 tractors, bombardiers, autoboggans and dog teams moved food, medicines, a farm tractor, building materials and heavy equipment for summer construction at a D.O.T. site.

Soft spots in the runway made some land-

ings risky, but the airlift droned daringly on without mishap. The only trouble was slight and—to the runway builders' satisfaction—was in the air. A plane circled the townsite for some 30 minutes when instruments showed the landing gear was locked into position. The stubbornness was traced to a frozen switch.

Personnel from D.O.T.'s regional air services office in Edmonton, D. J. Dewar, P. S. Walker and W. R. Williamson took advantage of the ice strip to make an inspection at Coppermine. CF-CUE became the first D.O.T. plane ever to land there. It

was piloted by Mr. Walker, regional superintendent of air regulations.

All of which may go to prove, if you get ambitious and build an airstrip on a base of 70 inches of ice, it nets you, among other things, a "visit from the boss".

One of the oldest methods of transportation, the dog team, was utilized to transport the "fruits of the airlift". Twenty-four sets of teams took part in the project.



Above: Various methods of hauling freight to its destination were used. D.O.T. Radio Operator C. Fujikawa tries out this latest method of local Arctic transportation, the autoboggan.



Right: D.O.T. maintenance man J. Wolfe (not shown) drove the tractor to drag the airstrip in preparation for the DC 4 landings. Eskimo worker E. Havioyah, who works part time for the department, is an interested onlooker.



"YOU, TOO CAN BE A COSMONAUT"

Youthful Geoff Chafe, son of ATC Training Officer Hap Chafe of Gander Airport, beamed from ear to ear when Soviet Cosmonaut Major Gherman Titov pinned a space medal on his sweater. Through an interpreter, Major Titov told Geoff, "study hard, be active in sports and you too may become a cosmonaut."

Major Titov, his wife Tamara, and other members of the official party stopped at Gander en route to Washington, D.C., April 29. They were travelling aboard a Russian Aeroflot aircraft and on arrival were greeted by Airport Manager Rex Tilley.



BIG SPLASH

The good ship "Taverner" a new motor vessel for Newfoundland coastal service, looked for all the world as if she were about to keel over when she was launched at the Collingwood, Ontario, shipyards on May 7. The yard is the only one in Canada where ships are launched sideways in such spectacular fashion.

The twin-screw diesel ship was named after Captain Benjamin Taverner, master of the S.S. *Caribou* which was sunk by an enemy torpedo in the Gulf of St. Lawrence in 1942. Captain Taverner and two of his sons went down with the ship.

A third son, William, now first mate of the department's northern service vessel *Skua*, attended the launching.

The *Taverner* was christened by Mrs. David J. Walker, wife of the former Minister of Public Works. A twin of the M. V. *Hopedale*, the ship will be operated for D.O.T. by the C.N.R.

BACK TO SCHOOL FOR D.O.T. COOKS AND STEWARDS

Each year cooks and stewards of the Canadian Coast Guard Service attend special training courses in either English or French. These courses are held at the Navy Supply School, H.M.C.S. Hochelaga under the direction of Commander Peter Cossette, R.C.N., commanding officer.

The "students" are instructed in the finer points of baking bread, butchering and carving meat, purchasing vegetables, meats and staples, preparing hors d'oeuvres and canapes, sanitary practices to observe in the galley, and scores of other subjects essential to maintaining the high standard the C.C.G.S. enjoys.

Right: Dr. Yvon Beriault, executive assistant to the minister, presents a certificate to R. Tremblay (right). Mr. Tremblay, second steward aboard the C.C.G.S. *N. B. McLean*, was top-ranking man in the French course held from January 8 to February 23.

Far right: C.C.G.S. crews will be served delicious golden-brown rolls as regular fare by graduates of the Hochelaga courses. William Wood, steward of the C.C.G.S. *Alexander Mackenzie*, lifts a batch of rolls from the oven after testing them for "doneness".



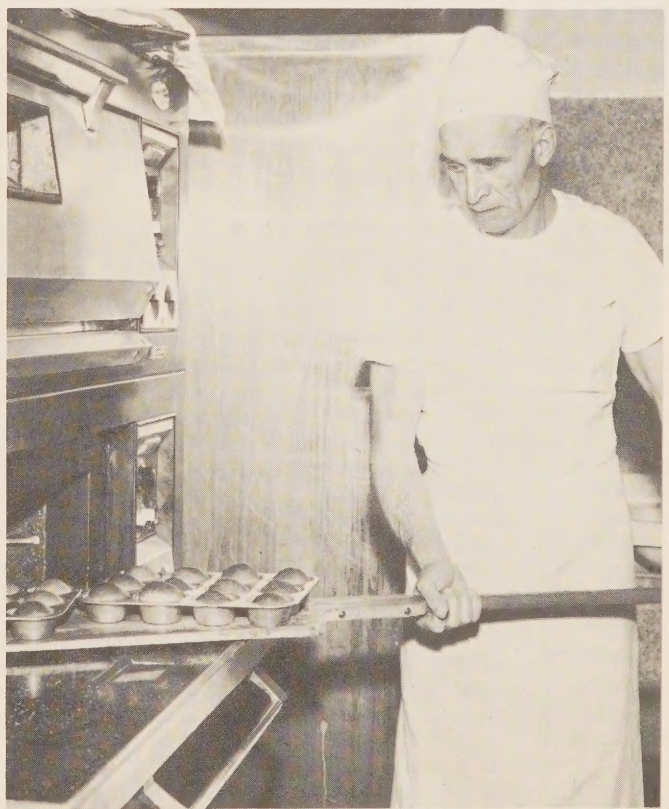
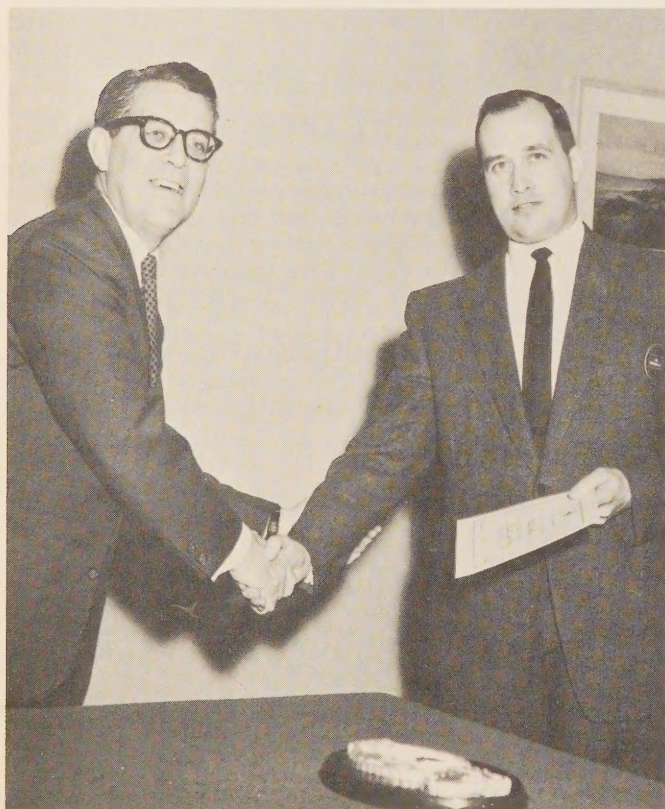
MONCTON AIRPORT WINS FIRE PREVENTION AWARD

L. V. MacDonald (second from left), regional superintendent of airports, congratulates Harold Stewart, chief of the Moncton airport fire department, and presents a certificate on behalf of the National Fire Protection Association.

Moncton was entered in the Canadian section, government divisions awards, and took second place in the department and

ninth on a national scale. The award is based on year-round inspections, fire protection activities, year-round employee education and the fire prevention week program.

Left to right: H. E. Crandall, airport manager; Mr. MacDonald, R. A. Harley, fire protection officer; Lt. Stewart, Lt. S. Crawford, E. Hebert and H. Ellis.





A. D. McLean, O.B.E., retiring member of the Air Transport Board and former controller of civil aviation in the Department, views painting by J. G. Marich and luggage presented him by friends and colleagues. With

him are, from left, P. Y. Davoud, Chairman of the Board, Mrs. McLean, and Air Vice-Marshall A. de Niverville, assistant deputy minister, air.

retirements

A. D. McLEAN, O.B.E.

Alexander Daniel McLean, O.B.E., retired as a member of the Air Transport Board on April 1st after a noteworthy career in Canadian aviation.

Mr. McLean began his career in the Royal Flying Corps and the RAF during World War I. He flew the inaugural flight of the air mail service from Ottawa to St. John, N.B., and operated an experimental air mail service in the Maritimes. In 1927 he joined the RCAF and two years later was appointed district inspector of civil aviation for Western Canada.

In this latter role he was largely responsible for the planning and construction of the Trans-Canada airway scheme and in later years was a pioneer in the development of civil aviation facilities throughout Canada. In 1941 he became controller of civil aviation in the Department of Transport and, the same year, was awarded the coveted Trans-Canada (McKee) Trophy for his work in the selection, survey and development of airports for the British Commonwealth Air Training Plan.

In 1944, Mr. McLean participated in the development of the International Civil Aviation Organization (ICAO). In 1946, he was awarded the O.B.E. for his services during World War II and in 1950 was appointed a member of the Air Transport Board.

Mr. Russell Boucher, Q.C., of Ottawa succeeds Mr. McLean as board member.

D. W. SAUNDERS

Aviation officials, airline representatives and co-workers of D. W. Saunders, regional controller of civil aviation in Moncton, gathered to honor him on his recent retirement.

J. A. Lenahan, regional director of air services, recounted Mr. Saunders' history in aviation. He was among the first 50 to receive their wings in the Royal Flying Corps during World War One.

In 1926 Mr. Saunders founded the Halifax Flying Club where he trained many young men, who later were to make a mark in Canadian aviation. Two of those men were present on this occasion. They were Mr. Ray Goodwin, Director of civil aviation, and Mr. Lindy Rood of TCA.

Mr. Saunders joined the Department of Transport in 1937, one year after its creation, and two years later joined the RCAF. He rose to the rank of Wing Commander and at the war's end returned to the department and served in Ottawa and Toronto before going to Moncton in 1958 to take charge of civil aviation in that region.

In his comments, Mr. Lenahan noted that "modern aviation and Don Saunders grew up hand in hand. When he joined D.O.T. there were only 14 employees in the entire civil aviation headquarters group and

only 3 single-engine planes to make up the departmental fleet."

Mr. Goodwin presented the guest-of-honor with a 25-year pin, while gifts were presented to both Mr. and Mrs. Saunders on behalf of his associates.

BERTRAM MUGFORD

It was in the early 20's when Bert Mugford first laid eyes on the CCGS *Estevan*. She was berthed near the Johnson Street bridge in Vancouver and then and there he made up his mind he would become her radio operator once he qualified for his ticket.

He joined the old Department of Marine. Less than a year later he joined the crew of the *Estevan* to stay—to stay for 38 years, that is!

On May 14th in the wardroom of the *Estevan*, five of the seven masters under whom he served teamed up with the ship's crew to pay tribute to Mr. Mugford.

District Marine Agent Keith Dixon said that he was an "institution" and added "the *Estevan* won't be the same ship without Bert Mugford aboard. He has been a grand shipmate".

Captain R. D. Engleson, the present master, said, "he is the ship."

Mr. Mugford plans to spend the days ahead doing community work in the Sooke district, where he owns a home.

IT MAKES “CENTS”

Cents make dollars—and so does sense. That is, the kind of common sense which is the basic ingredient that goes into all good suggestions. An employee has an idea that will mean a tangible saving or an intangible benefit for the department or, in fact, any part of the government service. Often simplicity is the keynote of such ideas—they pinpoint an obvious need, which for one reason or another hasn't been attended to in the ordinary course of events.

However, there are other ideas which show a spark of sheer inventiveness and originality like the one made by Radio Technician WILLIAM HYND of Toronto Region.

Of a highly technical nature, what he suggested in layman's language was that brass dictalog feednuts be modified with nylon tips to extend their life. Apparently, tips of these feednuts wear out after a certain number of hours use and have to be rethreaded at a cost of labor and money. After one, or possibly two rethreadings they are discarded.

Mr. Hynd had one feednut fitted with a nylon tip and installed as a prototype in an A.T.C. operating circuit at Toronto International Airport (Malton). Lengthy field trials were conducted at other stations as well, and it was determined that the nylon-tipped replacement feednuts were superior to the regular brass-tipped ones and that the yearly savings would be at least a thousand dollars.

Mr. Hynd has received a \$100 award and, if it is found that the savings are considerably more, he will receive an adjustment.

Other recent award winners include:

F. M. SKINNER, a radio technician at Ottawa Airport, who recommended a method of measuring high level VOR signals by modifying flight checking equipment aboard aircraft. Since this modification has been made, more accurate technical data is obtainable and flying time has been reduced.

Mr. Skinner received an award-in-kind, type “C”.

STERLING WOOD, a communicator at Montreal International Airport (Dorval), chose a brief case as his award for outlining a method of distribution of meteorological teletype traffic. This has eliminated delays in the met offices at airports.

Edmonton Meteorologist Robert Stark, must surely be one of the most prolific suggestors the plan has ever had.

His 13th and most recent award—an award-in-kind—was made for pointing out

that the words “weather warning discontinued” as used by district weather offices, is poor terminology since it could be mistaken for “weather warning is continued.” He recommended that “weather warning, over” be used in radio broadcasts.

EDWARD SOROZAN, a met technician at Moosonee, suggested that the local station be provided with publicity material about the upper air program and other activities of the met branch for distribution to visitors.

Moosonee station attracts many interested American and Canadian tourists and, as the suggestor explained, the staff does not always have time to give more than the basic details of the function and purpose of an upper air station.

It was decided that this idea was a good public relations gesture, and leaflets and literature have been made available. Mr. Sorozan received an award-in-kind, type “C”.

A suggested amendment to Form MA-5-6—oil and containers report—won a camp stove for lightkeeper P. H. QUINNEY of Saturna Island, B.C.

The recommended change in format means more space is now provided for the required information.

F. M. TYLER, a radio operator at Mayo, Yukon, asked that the department's standard filing system be installed at Mayo Aeradio Station. His request resulted in the installation of this system at all former R.C.C.S. stations. Mr. Tyler received a barometer airguide as his award.

MRS. MARY SHEA, a stenographer in civil aviation, Moncton, brought to the attention of the Suggestion Award Board that a savings would result if D.O.T. personnel requiring out-of-town hotel accommodation would check the yellow pages

of their local telephone directory. As she pointed out, many out-of-town hotels are listed under a no-toll charge number.

Mrs. Shea is now the happy owner of an attractive clock for making this suggestion.

JOHN OHNMACHT, a Toronto radio inspector, recommended the form letters be used to notify headquarters of change of base address of land mobile radio transmitting stations.

It was found that some regional offices were already using such form letters, but others were not. Standard draft letters are now available in all regions and Mr. Ohnmacht received a pen and pencil set for bringing this matter to the attention of the Board.

An award-in-kind, type “C”, was made to HARVEY T. LATHWELL for recommending that the word “over” appear at the bottom of Form 41-2057. Mr. Lathwell, a Vancouver radio inspector, pointed out that many of these forms were being returned without the necessary signature, since the space for it appeared on the overleaf. His recommendation is now in effect.

EVERETT D. KIRKPATRICK, a Sudbury airport radio operator, suggested that the public weather forecast for Montreal and Ottawa regions be relayed on circuit 106 as an aid to local motorists who were travelling to these cities. This is now being done and Mr. Kirkpatrick has a new camp stove to take along on his own summer motor trips.

A sterling silver dresser set was the choice of Met Technician A. W. SMITH of Toronto, when he learned he had won a \$30 award-in-kind. He had suggested that a program of contents be shown on the first facsimile ice chart as an improved service to ships. Judging from his choice, it looks like Mr. Smith accepts suggestions as well as makes them.



Superintending Engineer W. D. Bennett (left), congratulates George H. Cunningham, electrician, Trent Canal System, after presenting a suggestion award cheque. G. E. Easton, canal superintendent, is seen on the right. (For details of Mr. Cunningham's \$90 suggestion see May/June News on DOT).

"MISS D.O.T." CHOSEN QUEEN OF THE CIVIL SERVICE

Wednesday, May 16, was a big day in the 23-year-old life of Betty Gitten's—Mrs. Betty Gittens, that is. April 28 was, too. And so was February 4, 1959.

On all those occasions Betty won accolades and awards in beauty queen contests.

It all began that day three years ago when she walked on to a stage in her home town of Barbados, West Indies, and walked off as Miss Carnival Queen of 1959. One of her prizes was a trip to the U.S. and Canada.

On April 28 of this year she was chosen Miss Department of Transport from among seven girls representing various headquarters' branches. And then, only three weeks later she emerged from the ranks of 32 beauties representing government departments and agencies as the Civil Service RA Queen of 1962.

That same day Betty celebrated her third wedding anniversary.

"I didn't have a thing for supper except a glass of milk," she reported. "I just put the baby to bed and rushed over." The baby, Garth, is eight months old. Her other son, Simon, is two.

Betty has been a stenographer with the National Harbours Board for the past six months. Is she going to retire soon and rest on her beauty laurels?

"Not likely. I won't be able to retire until 1967, when my husband finishes medical school."

Husband Rudy, 29, a graduate pharmacist from the University of Saskatchewan, is now studying medicine at Ottawa University.

As "Miss Civil Service" Betty will lead a very active life for the next year. A week after winning she reigned as Queen of Ottawa's tulip festival, and, in the months to come, will be called upon to grace many a banquet table and officiate at local events.

Below: The date—April 28. The occasion—D.O.T.'s annual spring dance. Betty (right) emerged as "Miss D.O.T." after an hour of decision-making by the judges. Her competitors were, left to right: Wendy Rippengale, telecommunications; Mary Ryan, air transport board; Jeanette Anderson, property management; Betty Thompson, Ottawa airport; Ruth Gagne, marine works; and Cora Jones, telecommunications.



Above: Betty graciously accepts a multi-hued bouquet of tulips from Ottawa South M.L.A. Irwin Haskett, as she takes on the duties of Tulip Festival Queen in May.

